

**FORD** hasn't been heard from since his return: what's wrong?

**HELP** the settlers we have: they'll take care of bringing others.

# The Evening Herald

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## GREEK STEAMER IN DISTRESS FOR FIVE WEEKS; NO RELIEF IS ASKED

Captain of Unseaworthy Vessel Permits Boat to Batter About in Gales; Hurricane Encountered.

## WIRELESS CALLS FOR HELP FORBIDDEN

Passengers and Crew on Thessaloniki Suffer Much From Hunger and Thirst; Virtually Held Prisoners.

(By Evening Herald Leased Wire) New York, Jan. 7.—The 157 passengers who were forced to abandon the sinking Greek steamer Thessaloniki at sea arrived here today on the steamer Patria of the same line and gave vivid descriptions of the hardships they suffered during the five weeks that the Thessaloniki was battered by a series of terrific gales.

On Christmas day passengers said the supply of meat on the Thessaloniki was entirely exhausted, only a few gallons of water were left and the ship's officers began to portion out short rations of the meager supply of food which remained.

The Thessaloniki first sprung a leak when she encountered a hurricane which raged for twelve hours on December 24.

Captain Goulandis said he had been unable to make solar observations because of the almost continuous storms, and it was for this reason, he added, that he sent out six emergency messages regarding the position of his vessel.

He was making his first voyage as a master.

The captain repeatedly refused to send out wireless calls for help at the behest of both crew and passengers, according to William William, a naturalized citizen of the United States, who was a passenger returning from Greece. William said:

"The Thessaloniki left Piraeus November 16. On December 21 the most severe storm came up and the first the passengers knew there was anything amiss was when all the crew was ordered below to work on something that had gone wrong. Many passengers became alarmed and on December 22, when the Italian liner Shamal was sighted, several of them went to the captain and asked that they be transferred. He assured them that everything was all right and that they would arrive in New York on time. That storm lasted more than twelve hours."

"On December 26 another storm came up. One of the lifeboats was swept away. Several passengers and members of the crew went to the captain and asked that calls by wireless for aid be sent out. He was indignant, saying he was running the ship and knew his business and refused to send out any call."

"Later all the officers and crew, except the first engineer and two sailors, demanded that the captain send out messages. He refused and the first officer then sent out the calls."

"When the Florizel" came in sight on Friday we were living on short rations and half a cup of water a day. We had had no meat for two weeks although there were vegetables and bread."

"When the Patria" came up on December 31 the captain and a few men went to the other ship. He brought back ten casks of water and a supply of meat. All this time the vessel was leaking badly, but the captain seemed determined to take his ship and passengers to New York."

"In New Year's day, however, he gave up hope and the passengers were transferred to the Patria."

## ADMINISTRATION TAKES FIRST STEP TO RETAIN THE TARIFF ON SUGAR

(By Evening Herald Leased Wire) Washington, Jan. 7.—The first legislative step in the administration plan to postpone placing sugar on the free list was taken today in the introduction of a joint resolution by Senator Broussard, Democrat, of Louisiana, providing for the suspension of the tariff law provision which would admit sugar without duty May 1 next. The resolution went to the Senate Finance committee.

## LEGATION SECRETARY AT ROME HAS RESIGNED

(By Evening Herald Leased Wire) Rome, Jan. 7 (11:30 p. m.)—Ralph W. Hills, a secretary of the American embassy here, has resigned for personal reasons. He expects to leave shortly for the Riviera.

## Germany Offers Indemnity for Americans Lost With Lusitania

Controversy Can Be Settled by Acceptance of Proposals Made Through Ambassador Bernstorff Today.

## SUBMARINES WILL NOT ACT WITHOUT WARNING

No Admission of Wrong-doing Included in Proffer of Kaiser's Government; Broad Assurances for Future.

(By Evening Herald Leased Wire)

Washington, Jan. 7.—Count von Bernstorff, the German ambassador, presented to Secretary Lansing today a proposal to pay indemnity for Americans lost in the Lusitania and thereby conclude that controversy and save assurances that any German submarines in the Mediterranean would not attack non-combatant ships of any character without warning or destroy them without opportunity for non-combatants to reach a place of safety.

The British public is still concerned chiefly with the domestic crisis. Notwithstanding the heavy majority for the compulsion bill on first reading in the house of commons, the press is speculating on the possibility of a break-up of the political truce with a general election as the final chapter of the controversy.

The following statement was later issued by Secretary Lansing:

"The German ambassador today left the department of state under instructions from his government the following communication:

"1. German submarines had from the beginning, orders to conduct cruiser warfare against enemy merchant vessels only in accordance with general principles of international law and in particular measures of reprisal, as applied in the war zone around the British Isles, were to be excluded.

"2. German submarines are therefore permitted to destroy enemy merchant vessels in the Mediterranean, e. g., passenger as well as freight ships as far as they do not try to escape or offer resistance, only passengers and crews have been accorded safety.

"3. All cases of destruction of enemy merchant ships in the Mediterranean in which German submarines are concerned are made the subject of official investigation and subsequently submitted to regular prize court proceedings. Insofar as American interests are concerned, the German government will communicate the result to the American government. Thus, also, in the Persia case, if the circumstances should call for it.

"4. If commanders of German submarines should not have obeyed the orders given to them, they will be punished; furthermore, the German government will make reparation for damage caused to death or injury to American citizens."

Mr. Lansing made no announcement of the Lusitania proposals, saying the subject still was confidential.

The Free note dealing with the small boat question will be made public later.

While offering to pay indemnity in the Lusitania case, Germany makes the reservation that it is done without admission of wrongdoing. No official indication was given as to the acceptability of the proposal, but one set of American officials took the view that it would end the controversy.

The assurances regarding submarine warfare in the Mediterranean are of broader scope than those given after the Arabic disaster, and covering the welfare in the North sea. The latter guaranteed only the safety of liners. Those for the Mediterranean cover all non-combatant ships.

Proposals which the German government believes will end the controversy over the Lusitania disaster in a manner satisfactory to the United States were understood to have been received here today from Berlin. Count von Bernstorff had an appointment to confer with Secretary Lansing this afternoon.

Germany is believed to have agreed to give indemnity for the Americans lost when the liner was torpedoed, at the same time basing a reservation of any wrongdoing on the contention that the destruction of the vessel was an act of reprisal in retaliation for the British blockade of Germany.

Germany is also understood to be ready to give assurances that her submarine commanders operating in the Mediterranean will not torpedo without warning privately owned vessels of any description, including liners, freighters and tramp steamers. German assurances in regard to submarine warfare in the North sea include only liners in passenger service.

It was also stated with authority today that Germany virtually had agreed with the position of the United States in regard to small boats not being under all conditions a place of safety for passengers aboard a ship about to be destroyed. These last concessions are understood to have been

## REPORTS AGREE RUSSIAN DRIVE HALTS IN EAST

Further Advance Near Czartorysk Will Threaten One of Strongest Austrian Positions; Teutonic Allies Wait.

(By Evening Herald Leased Wire)

London, Jan. 7 (11:30 a. m.)—According to official advice from Vienna, the fighting on the eastern front has decreased in violence, the Russians having ceased to attack with vigor between the Prater and the Bohemian frontier.

The only gain officially announced for the Russians yesterday was at Czartorysk, the scene of many sanguinary struggles, where it is said the Austrians were driven from the cemetery.

Any advance in this region will threaten Kovel, one of the strongest Austro-German positions.

The Teutonic allies still threaten to expel the French and British from their Macedonian positions, but no forward move has been detected thus far in that direction. Strong Turkish forces are said to be concentrating on the Thracian frontier of Greece, but it is suggested that the Turks may attempt to make good some of the territorial losses they suffered during the Balkan wars.

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## Ohio Guardsmen Are Ready for Strike Trouble

Several Thousand Employees of Youngstown Steel Plants Demand Higher Wages; Refusal Causes Rioting.

(By Evening Herald Leased Wire)

Youngstown, Ohio, Jan. 7.—Because of strike rioting last night and today at the plant of the Youngstown Sheet and Tube company in East Youngstown, Sheriff J. C. Wallace telegraphed to Governor Willis of Columbus to day to inquire whether state troops were available in case they were needed to preserve order. The sheriff, however, expressed the belief that he would not need troops to control the situation.

Governor Willis replied that he had dispatched Brigadier General Speake of Columbus and Lieutenant Colonel Weybrecht of Alliance to Youngstown and ordered them to have as many companies as possible of the Ohio national guard ready for strike duty.

The situation at the plant of the Republic Iron and Steel company where 2,500 men are on strike and 6,000 idle as a result, remained unchanged. Last night strikers threatened to attack the office buildings but were dispersed by the police.

Both plants are independents and are not affected by the announcement of the United States steel corporation yesterday that all employees would get an increase in wages of ten per cent. The management of both concerns have offered the employees an advance of three cents a hour from 10½ to 12½ cents, but the strikers have refused insisting on 25 cents.

(By Evening Herald Leased Wire)

London, Jan. 7.—The rise in American exchange yesterday in New York to over 145, followed by dealings here today at 145½, is believed by the market to be artificial and occasioned by purchases of sterling in New York of a fairly large number. The advance may not be altogether unconnected with the mobilization scheme as it would naturally be to the interest of the authorities to push exchange as high as possible and thus reap the advantage of the consequent lower level of prices of American bonds.

The advance transfers to 147½ makes gold exports unprofitable, which is the goal the committee had been working for since the Anglo-French credit was stranded in America last fall. Those who had overpaid rushed to buy freely today, sending the rate down a point to 147½.

(By Evening Herald Leased Wire)

Kansas City, Jan. 7.—Two hundred and fifty passengers on the Missouri, Kansas and Texas railroad's fast train, the Texas Special from St. Louis to Galveston, escaped death and serious injury between Oklahoma and Denisonville, Okla., early today when the all-steel train, making up last time left the rails and six coaches, stripped of their trucks, plunged into the ditch beside the right of way. Not a member of the crew nor a passenger was seriously injured, although those in the overturned coaches were badly frightened and shaken up.

The four Pullmans and two combination coaches which were derailed, plowed a ditch four feet deep in the roadbed before capsizing and displaced 2,000 tons.

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